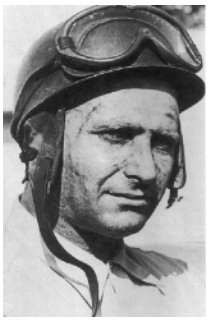


DAS KABEL

FROM THE EDITOR'S DESK

On the first of November Avril and I loaded our weekend clothes and a few emergency spare tools into *Johnny* and headed south to Hilton Head, South Carolina to attend the 2019 Hilton Head Concours d'Elegance. *Johnny* was not, of course, in the concours, but was invited to participate in the MBCA Car Club Showcase supporting display of about 55 relevant Mercedes-Benz automobiles.

Also en-route and just about 30-minutes behind was Chip Hughes trailering his 1958 190 and Will Milby driving his 1971 280SL. Upon arrival at the Hampton Inn on Hilton Head it was time for quick clean up. An hour in the parking lot with the sun fading was just about enough time to get all the bugs cleaned off and *Johnny* was presentable for the next day's show.

In the morning Avril and I were up before dawn and after a quick breakfast we joined the Conga Line into the Port Royal Golf Club and onto the display field.

I have to commend our own Eastern Region Director, Doug Deganto, and his staff of volunteers for the excellent job in setting up our display field and orchestrating the process of lining up all the cars. As I recall, we had 55 cars in the MBCA Car Club Showcase, plus a waiting list. This is a pretty good response for a first-time event.

After securing our position on the field, Avril and I proceeded to attend to our duties as volunteers at the MBCA hospitality tent, where we solicited new members and extended current memberships. This was a great opportunity to meet some of the people we see only in *The Star*, such as Julie Brugger, MBCA

INSIDE

Das Kabel is a quarterly newsletter publication of the Central Virginia Section of the the Mercedes-Benz Club of America.

Treasurer; Rick Siefert, Central Regional Director and MBCA Awards Chair; Terry Kiwala, past MBCA President, and Ernie Fancy, Director at Large.

After our stint in the tent we headed back to Johnny to prepare for the Silver Star Preservation judging. Our own Will Milby served as a judge for this event. While attending to *Johnny*, I became more and more surprised at how many people wanted their pictures taken with him and to share a story about Johnny Carson and *The Tonight Show*. Most of the sharing was about how poorly today's hosts fare against "The King of Late Night" back in the day. I can't say I disagree.

If you ever think you would like to contend for a Silver Star Preservation Award by all means just do it. It is not as intimidating as it sounds and if your car is in sound original condition, or has been renovated or restored to the same then you will more than likely receive a positive outcome from the judges. I'll be honest, I wasn't sure Johnny would qualify considering the extensive work we did to bring him back up to snuff, but we received a lot of kudos and thumbs up from the judges. I was very chuffed.

That evening we (MBCA participants) met for a very nice dinner at the Omni Oceanfront Resort. Avril and I ended up at a table with none other than MBCA El Presidente himself, Gene Jurick. Gene is a very amiable guy and easy to talk to. He told us about his recent trip to Germany for the international Mercedes-Benz Clubs President's Meeting and talked about his affection for AMG and his attendance at numerous Mercedes-Benz racing schools. To me, that is a sign of a true enthusiast, one who appreciates performance along with the quality and history of our favorite marque. The event concluded with prize drawings and the usual chit chat over an adult beverage.

Saturday's dinner was the last of the events for the MBCA and the Car Club Showcase, which left all of Sunday for Avril and I to walk the field for the really big show. There were some pretty brilliant examples of Mercedes-Benz on display, including the Best of Show winning 1938 540K Cabriolet

owned by Mr. & Mrs. Robert S. Jepson, Jr. of nearby Savannah, GA. A Mercedes-Benz win made for the perfect cap to an already great weekend.

Avril and I headed back to the hotel early enough to watch Lewis Hamilton secure his sixth Formula One Championship, crowing Mercedes AMG winning the manufacture's crown in Japan just a fortnight before. All-in-all not a bad weekend.

We waited until Monday morning to head back home because we wanted a full night's rest before the seven plus hour drive (eight with stops) and we did not want to drive in the dark, seeing as automobile-deer collisions are most prevalent between dusk and dawn. Johnny preformed flawlessly the entire weekend. Nary a drop of oil burned, spurious vibration felt or unusual noise heard. A bit of a milestone occurred as Johnny surpassed 80,000 miles (128,747.5 km) shortly after we crossed the border back into Virginia. *If you don't know where you are going any road will take you there. - Ed.*

Last stop for for gas with 80,000 miles on the odo

VOLUNTEERISM

Dear Fellow Mercedes-Benz Enthusiasts,

Our club is having a bit of an issue, and I was hoping for some feedback, suggestions, and advice on how we might move forward. The problem is that while many members ask for more robust events when it comes down to it, not enough are supporting the very few events we have now.

Here we are at the end of 2019, and as part of the leadership team, I'm trying to provide my input on what events do we do in 2020. The odd Tech Session and local drives are relatively straightforward, BUT (notice the BIG BUT), what about the ones where we, as a Section, need more volunteers to plan and execute? CVS isn't Brad's, Richard's, Chip's or Todd's Section, this is all of our Section, and if the Section fails to provide enough events because Chip, Brad, Richard and Todd are the only ones to plan the event or show up, then we've failed *as a Section*. For those that attend events regularly and help to plan and organize, I applaud your service and participation, but for those that, for lack of better words, "raise hell demanding that the Section does more," I say, "How about you do more?"

I apologize if I'm being a bit brash, but I really would like some advice. We currently have 160 members in the CVS, and if we are lucky about 12 people show up for planned events. That's a participation rate of less than 1%. Of those that do participate, only two or three actually plan and implement those events. You don't have to do the math on that one to see only a very few make things happen for our Section. So, if we decide to host, let's say an overnight trip, what can we do to help make sure the Section enjoys enough participation to make it worthwhile? How do we get individuals to commit and follow through? How do we get members to volunteer to help and make every event better?

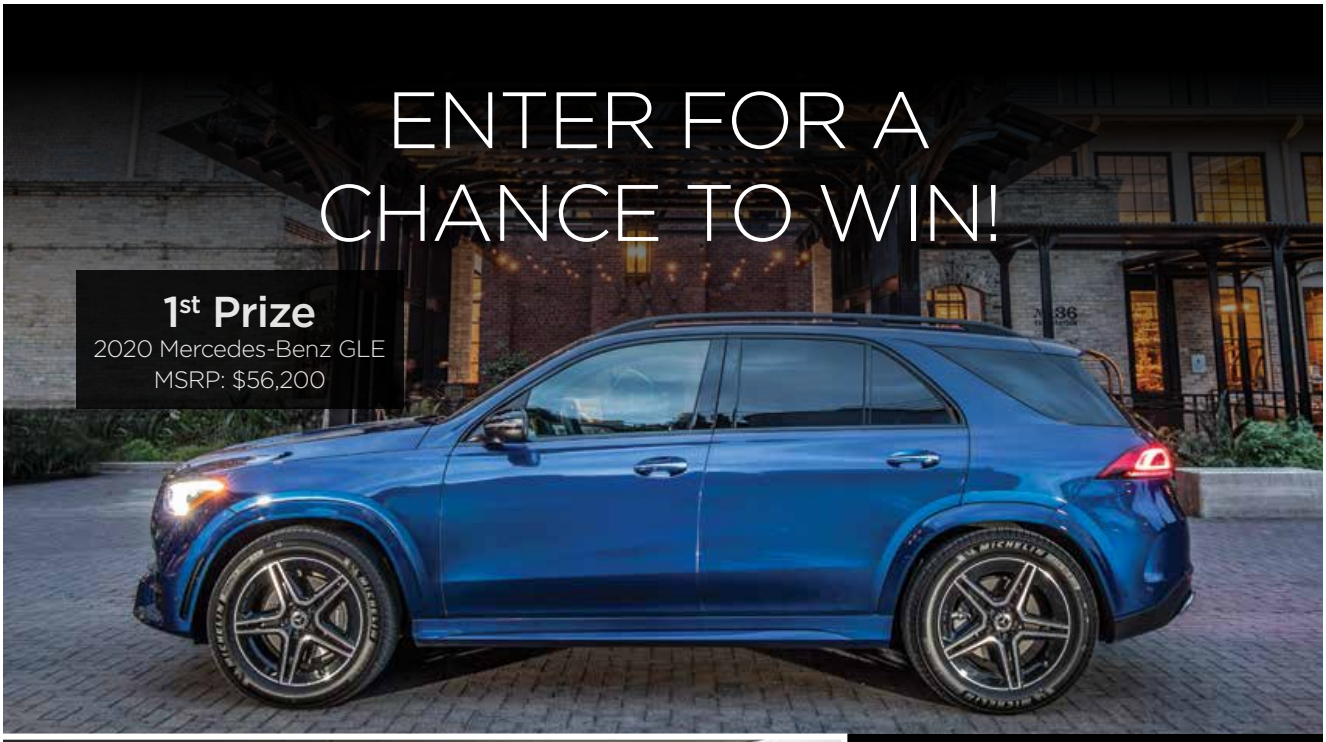
As most of you who read *The Star* already know, the MBCA is struggling at the national level, and that, in turn, flows down to the sections. We could spend all day talking about why, but the bottom line is that we are the Mercedes-Benz Club of America Central Virginia Section, not a service provider, not a newsletter publisher, nor an automotive repair service. We are people who love cars, specifically Mercedes-Benz, and like being around people who love cars, Mercedes-Benz in particular. The people and the cars are why we want to survive as a club and as a Section, and that is why we need your help, support, participation, and suggestions.

Please send your thoughts, good and bad, to bradpurvis@mac.com. I promise I'll read them all.

Thanks!

Brad Purvis
Vice President & Editor

ENTER FOR A CHANCE TO WIN!



1st Prize
2020 Mercedes-Benz GLE
MSRP: $56,200

2nd Prize
2020 Mercedes-Benz GLC
MSRP: $44,500

3rd Prize
2020 German Trip
MSRP: $10,500

Image in contest promotional materials does not entirely represent actual prize being won.
Photo Credit: Mercedes-Benz USA

facebook.com/MercedesBenzClubofAmerica
instagram.com/mercedesbenzclubamerica

TICKET PURCHASES (including your Official Order Form and payment) MUST BE RECEIVED BY December 4, 2019.
If purchasing by credit or debit card you may call 800.637.2360
(Mon-Thurs 8am - 4:30pm; Fri 8am - 4pm Mountain Time)
or fax this completed Order Form to 719.633.9283
Make your check/money order payable to: MBCA, International Stars Section
Mail to: Raffle, 1907 Lelaray Street, Colorado Springs, CO 80909

MBCA Member # _____

Member Name _____
Address _____
City, State, Zip _____

No limit to the number of tickets you can buy. At least one phone number is required.

Home Ph. # (____) _____
Cell Ph. # (____) _____
Email Address _____
Ticket Quantity____ x $50 each = Total Due $_____
Paying by (select one):
☐ Check # _____ ☐ Money Order # _____
☐ Credit or Debit Card*
*(MUST complete credit/debit card information on reverse side)

To Purchase Tickets

Go to raffle.mbca.org
Log-in with your user name and password to purchase your tickets or to print a Raffle Order Form
(see mailing instructions on reverse side)

OR

Call 800.637.2360
Mon-Thurs 8am - 4:30pm;
Fri 8am - 4pm
Mountain Time
to purchase by credit or debit card

OR

Complete Official Order Form on reverse side and mail in or FAX to 719.633.9283

OFFICIAL RULES. PLEASE READ CAREFULLY.

1. You must be 18 years of age or older and a current Member of the Mercedes-Benz Club of America (MBCA) to purchase tickets. You must be a current Member at the time of the drawing to be eligible to win.
2. Credit and debit cards accepted. U.S. Members only may pay by check/money order in U.S. funds. Checks must be exclusively for the payment of the ticket(s) and not include other purchases or renewal payments.
3. Void where prohibited by law.
4. An Official Order form, or copy thereof, must be used to purchase tickets when ordering by mail. Order forms have been mailed to members and are also available upon request from the National Business Office (NBO) or at www.mbca.org. Mail order form requests to: Raffle, 1907 Lelaray Street, Colorado Springs, CO 80909.
5. Ticket orders must be received no later than December 4, 2019. Ticket orders and checks arriving after December 4, 2019 will be returned to sender.
6. All ticket sales are final at the time of purchase. There are no refunds.
7. Tickets will only be issued in the name of the Primary Member listed in the MBCA membership files and does not include Associate Members. Prizes will be awarded on the same basis. Winning tickets cannot be assigned, transferred or sold. Membership must be current at the time of purchasing a ticket(s) and at the time of the drawing.
8. Paid staff, contractors of MBCA and The Star® magazine, their immediate families and household members may not participate in the Raffle.
9. Odds of winning will be based on the number of tickets sold.
10. Prize winners must complete a form from the NBO and return it within 45 days of the mailing of written notification of winning.
11. The drawing will be held and certified at 444 Church Street, Flint, MI 48502 at 10:30 a.m. EST on December 12, 2019. Any MBCA member may attend the drawing; attendance is not required to win. Results will be posted at www.mbca.org.
12. The raffle is sponsored by MBCA, International Stars Section and ticket requests are subject to its acceptance. This Raffle is licensed under the laws of the State of Michigan. License Number R55182.
13. A minimum of 4,450 tickets MUST BE SOLD to award prizes. 1st place will receive $56,200 less 25% tax-withholdings; 2nd place will receive $44,500 less 25% tax-withholdings; 3rd place will receive $10,500 less 25% tax-withholdings. The 1st and 2nd prize winners will shop for their vehicle at the dealership of their choice. The 3rd prize will receive a check that may be applied towards the registration of a 2020 German trip. **If fewer than 4,450 tickets are sold, 1st prize will receive 50% of one-half (50%) of the gross raffle ticket sales; 2nd prize will receive 40% of one-half (50%) of the gross raffle ticket sales; and 3rd prize will receive 10% of one-half (50%) of the gross raffle ticket sales - less Federal withholding of 25%, or at least $5,000 (less withholding), whichever is greater.The 50% 1st prize, 40% 2nd prize, and 10% 3rd prize will be paid directly to the winner. If the winner is a Michigan resident there will be an additional withholding of 4.25%.**
14. 1st and 2nd prize winners will select the vehicle of their choice at the Dealership designated (see rule #13). Any expenses incurred to take possession of the vehicle, which exceed the 1st and 2nd prize payment check awarded to the Dealer, will be the sole responsibility of the 1st and 2nd prize winner. The winner will be responsible for all licensing, registration, taxes, fees, duties, insurance and other costs as well as transportation to and from the Dealership.
15. The withholding deposited on behalf of the winner may not be all of the taxes owed depending upon the winner's tax bracket. The gross amount of the prize will be added to the winner's income for the tax year of 2019.
16. If fewer than 4,450 Raffle tickets are sold, MBCA will substitute one-half (50%) of the gross sales revenue from the entries sold as of the time of the entry deadline as the Prize, in lieu of the 1st, 2nd, and 3rd prize (see Rule #13).
17. Acceptance of a prize constitutes permission for MBCA to use the winner's name, Section affiliation, likeness and photograph in any MBCA publicity worldwide in all media including the Internet without additional compensation.
18. By participating in the Raffle, participants agree to be bound by these Official Rules.

Credit/Debit Card #_____ Exp. Date _____

Card Holder Name & Billing Address CVV _____

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Card Holder Signature

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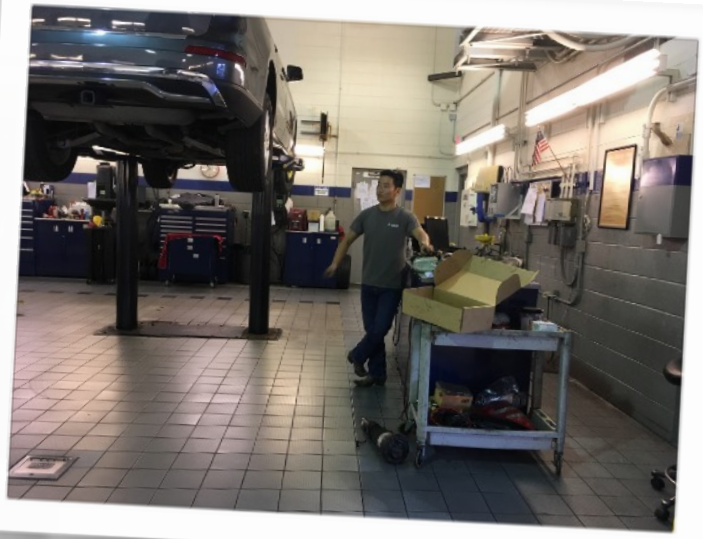
Card Holder Phone#

CVS TECH SESSION - MERCEDES-BENZ MIDLOTHIAN



MERCEDES-BENZ C111 TURNS 50

The year 1969 went down in history as one of the most spectacular in the last century. This is not only due to the moon landing. The Mercedes-Benz C 111 landed at the Frankfurt IAA exhibition in September – looking like a UFO from a distant galaxy.

The world had never seen a car like this before. A low-profile orange sports car, the sight of which was enough to make one dream of racing to success. Hardly surprising that, immediately after this key automotive trade fair, a series of blank cheques arrived at the offices in Untertürkheim, because so many people wanted to order the dream car – no matter what it would cost them. However, the 4.40 metre long and 1.10 metre high gullwing design was not intended at all to follow the sports car legend that was the Mercedes-Benz 300 SL.

The C 111 was an experimental vehicle intended to test technologies that were groundbreaking in their combination. It was not only about the Wankel rotary engine and the mid-engine concept, but also about advanced chassis designs and plastic bodies. And on top of all that, there was the simply breathtaking design.

The Mercedes-Benz C 111 was not always just a C 111, however. There were two different generations of this design in Mercedes-Benz weissherbst livery, whereby the better known one was actually variant II, which celebrated its premiere at the Geneva Motor Show in the spring of 1970. Compared to the IAA debut, it had a completely different front end and a whole series of detailed improvements. However, the C 111 made a name for itself not only due to its unique styling and spectacular paint finish, but more importantly due to the Wankel rotary engine which powered this hand-built dream sports car.

Whilst the 1969 IAA car had a three-rotor Wankel engine with an output of 206 kW/280 PS, the two-seater was upgraded in the winter of 1969/70 by a further rotor to produce 257 kW/350 PS, which gave the C 111-II a top speed of up to 300 km/h. Rotary piston engines were able demonstrate their advantages such as the rotary principle, compact dimensions and remarkable responsiveness. Yet even when the Mercedes-Benz engineers pushed the Wankel engine to the very limits of its design, the result did not meet the high standards of Mercedes-Benz in terms of reliability and durability.

Of the twelve cars built, eleven were powered by Wankel engines, and the last vehicle was built in 1975 as a turbo-diesel test vehicle. Two of the cars, one each from the first and second series, were temporarily equipped with eight-cylinder petrol engines for testing and comparison purposes.

The 3.5-litre V8, which produced 147 kW/200 PS, powered the 300 SEL 3.5, 280 SE 3.5 Coupé and Cabriolet models presented in 1969 as well as the 350 SL introduced in 1971, among others, and with its electronically controlled fuel injection system, it was, at the time, the most state-of-the-art Mercedes-Benz production engine. Whilst the 3.5-litre M 116 engine was linked to an automatic

transmission or a four-speed manual gearbox on the S-Class predecessors, it was paired with a five-speed manual transmission on the C 111. In late 1970, the M 116 was installed in the fifth vehicle of the second series – at the time the car was completed, there were no more four-rotor Wankel engines available, but the test series had to begin.

With its radio, cigarette lighter and ashtray, this fascinating vehicle had obviously been designed for everyday use. In the early 1970s, smoking was just as popular as the weissherbst colour, flared trousers and stick-on flowers. Above the vertically mounted radio, there were several round dials in the dashboard which provided information about the temperatures of water and oil, the petrol tank level and oil pressure.

The gullwing doors that were reminiscent of the Mercedes-Benz 300 SL were fitted with glued-in windows and a small flap at the height of the sports seats in a contemporary houndstooth pattern allowed some fresh air to enter the vehicle by means of a rotary control. The only drawback of this inside this dream sports car was the fact that temperatures rose rapidly despite the built-in air conditioning system due to the relatively confined interior space.

In order to be able to demonstrate the 1970 dream sports car in operation almost 50 years later whilst at the same time preserving the original remaining Wankel engine components for posterity, Mercedes-Benz Classic equipped one of the vehicles with an M 116 again in 2014 – and, to demonstrate originality, they used the same model that was fitted with this engine in 1970. The conversion took place in the prototype workshop of Passenger Car Development in Sindelfingen – in the same section that swapped the engines in 1970.

After serial production of the C 111, which had been requested by the public again and again, was finally shelved for a variety of reasons, the second life of this spectacular sports car began. From 1975, the Mercedes-Benz C 111 was to demonstrate the capabilities of diesel engines. To this end, a 3-litre OM 617 turbo-diesel, which was being prepared for series production and was to be used in the US models of the 116 and 123 series from 1977 onwards, was installed as a mid-engine. Whilst the production version had a naturally aspirated engine with an output of 59 kW/80 PS, the turbocharged engine in the C 111 developed 140 kW/190 PS and 363 Nm maximum torque, thanks to a Garrett exhaust turbocharger and charge-air cooler.

On the high-speed Nardò circuit, the C 111, almost unchanged in its outward appearance, broke almost all the records for diesel engines valid at that time in June 1976. Over a distance of 16,000 kilometres, the orange-coloured wedge drove at an average speed of 252 km/h in a 64-hour record drive with four alternating pilots.

During this record drive, it became clear that there was still further potential both in the engine and the car. As a result, two copies of a third version of the C 111 were built in 1977 which featured decisive innovations compared to the predecessor: a floor assembly with a longer wheelbase and narrower track, an aerodynamically optimised body with a cW drag factor of only 0.157 and an even more powerful five-cylinder turbo-diesel engine producing 129 kW/230 PS.

The record-breaking C 111-III, now sporting a silver paint finish, achieved no less than nine world speed records and eleven international class records with average speeds of around 320 km/h during a twelve-hour record run in Nardò. The average consumption during the full-throttle run was a sensationally low 16 litres per 100 kilometres. *(Photos & text courtesy of Mercedes-Benz AG)*

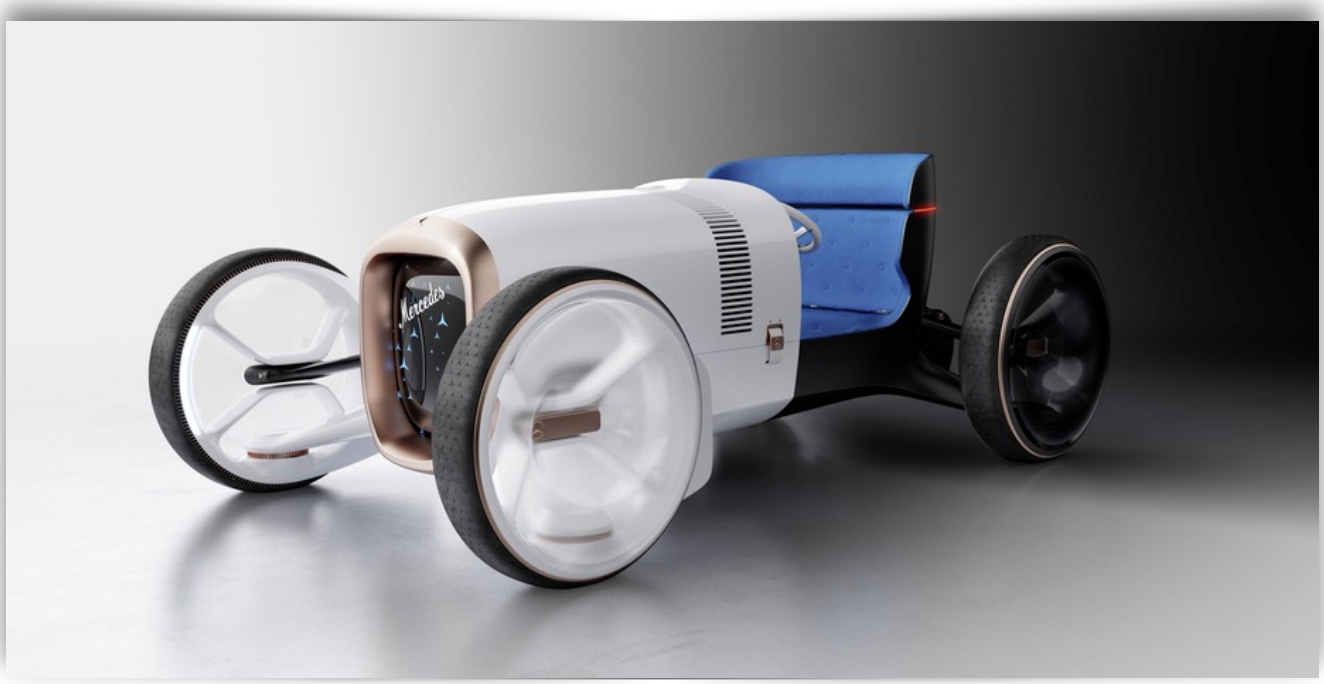
MERCEDES-BENZ TOP 10 NEW TECHNOLOGIES

Nov 26, 2019 – Atlanta © Mercedes-Benz USA
Mercedes-Benz has established a long tradition of introducing game-changing innovations that have continued to shape mobility. This pioneering spirit has existed since the first patent was filed for the Benz Patent Motorwagen over 133 years ago in 1886, and with each new model year or vehicle generation Mercedes-Benz has continuously raised the bar for design, performance and technology to set new benchmarks in the industry. For the 2020 model year, here are the top 10 innovative new technologies that Mercedes-Benz has introduced.

1. MBUX with Interior Assistant – Building upon the introduction of Mercedes-Benz User Experience (MBUX) from MY19, MBUX Interior Assistant allows intuitive, natural operation of different comfort and MBUX functions through movement recognition. A camera in the overhead console registers movements of the driver's and front passenger's hands and arms. When a hand approaches the touchscreen or the Touchpad on the center console, the media display changes and individual elements are highlighted. Additionally, there are functions that can be controlled by simple hand gestures. For example, the reading lamp can be switched on and off by extending a hand towards the rearview mirror. The driver and front passenger can both program a personal, favorite function which is initiated using a horizontally outstretched index and middle finger
2. E-ACTIVE BODY CONTROL – Developed in-house by Mercedes-Benz, E-ACTIVE BODY CONTROL is a fully networked hydropneumatic, active suspension on a 48-volt platform, for the first time in combination with a newly-developed air suspension. This is the only system in the market where the spring and damping forces can be individually controlled at each wheel. This means that it not only significantly counteracts body roll, but also pitch and squat.
3. Carwash Function – A new standard function for the next generation GLS, when the Carwash Function is selected the vehicle automatically –
    - Adjusts the suspension to the highest position.
    - Folds in the exterior mirrors.
    - Closes the side windows and the sliding sunroof.
    - Suppresses the rain sensor information so that the windshield wipers remain switched off in the carwash.
    - Switches the climate control to air-recirculation mode and, after eight seconds, activates the 360° camera's front image to assist the driver when driving into the carwash.
    - Deactivates these settings automatically when the driver drives out of the carwash and accelerates to a speed above 12 mph.
4. Fully-variable 4MATIC – First premiering in the MY20 GLE, Mercedes- Benz has further developed the highly successful 4MATIC system with the introduction of fully variable all-wheel. This sophisticated system can vary torque distribution between the front and rear axle from 0-100%, depending on the selected driving mode, to further improve handling and traction in any situation.
5. V8 Engine with 48-Volt System – For MY20 Mercedes-Benz added an electrified V8 to the GLE and GLS model ranges with the new GLE 580 and the GLS 580. At the heart of this sophisticated engine is the powerful, electrified V8 biturbo gasoline engine with a 48-volt on-board electrical system and integrated starter generator. This advanced powerplant offers an impressive output of 483 horsepower and 516 lb-ft of torque. In addition, it is capable of producing an extra 184 lb-ft of torque and 21 horsepower through EQ Boost over short periods. The integrated starter generator (ISG) is responsible for hybrid functions such as EQ Boost and energy recuperation, resulting in fuel savings previously reserved for high-voltage hybrid technology. The innovative ISG eliminates the need for a belt drive for ancillary components at the front of the engine, which reduces its overall length.
6. New '35' and newly developed '45' engine variant – The latest point of entry to the world of Mercedes-AMG. Now offered in the CLA and A- Class, the high torque, AMG-enhanced 2.0L

Inline-4 turbo engine delivers 302 horsepower and is based on the M260 four-cylinder engine in the new A-Class Sedan. The CLA 45 is now powered by the newly developed M139 2.0-liter engine, the world's most powerful turbocharged four-cylinder manufactured for series production producing 382 hp and 354 lb-ft.

7. Active Stop-and-Go Assist – First introduced in the MY20 GLE, the Active Stop-and-Go Assist driver assistance system enables the vehicle to recognize traffic jams at an early stage, actively supporting the driver in stop-and-go traffic up to approximately 37 mph.
8. Cross-Traffic Function - If there is a danger of a collision with oncoming traffic when making a turn, the vehicle can brake at the speeds typical of such maneuvers. Braking intervention takes place if the driver signals the intention to turn (with the turn signals) and the vehicle can brake to a stop before crossing the lane marking.
9. Exit Warning Function – For MY20, vehicles equipped with Blind Spot Assist include an added Vehicle Exit Warning function, which can lower the risk of a collision with other road users after the vehicle is parked, such as passing cyclists. Vehicle Exit Warning monitors the blind spot when the vehicle is at a standstill or parked, and can warn the driver of approaching vehicles, motorcycles or bicycles when opening the door. This function is even active for up to three minutes after switching off the engine. The warning appears in the exterior mirrors and is audibly signaled via the instrument cluster.
10. ENERGIZING COACH – This new feature within ENERGIZING COMFORT acts as a guide for users. Based on an intelligent algorithm, ENERGIZING COACH recommends a specific program depending on the situation and individual. If a compatible Garmin® wearable is worn, personal values such as stress level or quality of sleep optimize the accuracy of the recommendation. The aim is for passengers to feel refreshed and relaxed even during demanding or monotonous journeys



HOW TO SELL A CLASSIC MERCEDES-BENZ

by Gary Anderson *(Courtesy of MBCA & The Star Magazine)*

That time eventually comes to every classic-car enthusiast: It's time to sell. Here are 10 tips gleaned through the years from many people in the car hobby, all aimed at achieving maximum value from the marketplace.

Decide to sell. Whether the car is an old family heirloom that you just can't keep, a car you've worked on and enjoyed for years but now don't have the time to use or maintain, or just one more vehicle that you meant to get around to one of these days that's taking up space in the garage; it can be difficult to decide to sell, but that's the first step.

Get it running and safe. If your car can't start and run on its own and isn't safe or reliable to drive on the highway, you won't be able to sell it for anything other than a parts car, which means it may be worth as little as one-tenth its market value as a running car. So, it's worth spending the money it will take to change the fluids, replace the battery, adjust the valves and fuel system, and do a brake job.

Detail it – like crazy. Start with the engine compartment; this is the first area a smart buyer checks. Likewise, get it up on a lift or jacks and clean the chassis and suspension. Then move to the exterior with careful washing, clay treatment and polish. Finally, clean every inch of the interior and trunk. If you're not prepared to do this yourself, spend the few hundred dollars a good detailing service will charge; it's an investment that will pay you back.

Collect paperwork and accessories. Anyone looking for a car to add to their collection will want to have as much of the original paperwork as possible, not to mention service records dating as far back as possible. In addition, the spare tire and wheel, original service tools and tire-changing tools, storage bags, hardtop stand or storage pulleys add to the value of the car.

Take photographs. Because more buyers are likely to be evaluating the car from a distance, give them as much information as possible in your photographs. Take a good set of exterior and interior beauty shots in a nice setting without any distracting objects in the background, and then go over the entire car, with extra attention on the engine compartment, interior details, trunk and contents. Closeups of all details, including the flaws as well, are essential. Between 75 and 100 pictures isn't too many – if they're not sharp and bright, then retake them.

Write a detailed description. To accompany the pictures, a good description is essential. Skip the adjectives. List the mileage, color, age, and specifications and the ownership history of the car, any significant work done by mileage and year, and your reason for selling. Then describe its condition in detail, listing any flaws or issues that would affect its value. Finally, boil all of this down to 50-100 words for the short ad lead.

Decide on a price. Be logical and unemotional in your decision on the price you want. All that matters to buyers is the actual sales price in the market place of comparable cars in the same condition as yours. Good sources for current sales values include Hagerty Valuation Tool, Kelly Blue Book, Sports Car Market and recent sales prices reported in The Star magazine.

Pick a venue for the sale. Stick to places that people who buy these cars are going to look. Your own section newsletter, the www.MBCA.org marketplace, The Star listings and www.Bringatrailer.com are the best places to sell most classic cars. Craigslist and eBay will be more trouble than they're worth, and these days the auction houses won't consider cars selling for under $100,000.

Be aware of scams. Scammers are prevalent, no matter where you sell your car. The most common is – sight unseen – to offer a cashier's check for more than the value of the car, instructing you to deposit the check and pay the shipper. Simply refuse to sell unless you know the buyer, or they inspect it in person before making an offer.

The purchase. When you do get a legitimate offer to buy the car from someone who has inspected it and even had a pre-purchase inspection done at their expense, be sure you're paid in cash or by a bank transfer from the buyer's account to yours. Then make sure that the money is in your account and available to you unconditionally before you sign over the title and give the buyer the keys.

RESERVE CAPACITY - WHAT'S YOURS?

by Will Milby - *CVS Director at Large*

I recently attended the Concurs d'Elegance at Hilton Head, SC in my 280SL and on the way back my alternator light came on about 140 miles from home. It was a heart-sinking moment driving at night with the headlights on wondering how long it would be before I would be calling AAA. Fortunately, I made it home, but just barely. I pulled in the driveway, turned the car off and tried to restart it: nothing but a few clicks. I measured the battery voltage at 11.8 volts, therefore, the battery was completely dead.

Thanks to the reserve capacity of my battery, I was able to make it home. In purchasing a battery reserve capacity is not what most individuals consider, but cold-cranking amps are usually the first consideration.

So what do all those battery acronyms mean? The Battery Council International (BCI) has created a group of standardized specifications that help give consumers an apples to apples comparison from one product to the next.

So what do the ratings mean?

- **Cold Cranking Amps (CCA)** - How many amps that can be delivered for 30 sec at 0F (-17C) before the voltage drops below 7.2V. That is the minimum voltage required to engage most starters and solenoids.
- **Cranking Amps (CA)** - How many amps the battery can deliver in the same scenario but for 30 sec at 32F (0C).
- **Amp Hours (Ah)** - How much current a fully charged battery can supply for 20 hours before the voltage drops below 10.5V at 80F (27C). For example, 3A delivered for 20 hours would justify a 60Ah rating. While driving, a 3A load is below the typical current draw, which is why batteries run down so quickly.
- **Reserve Capacity (RC)** - This is the time in minutes that the vehicle can continue to operate with the headlights on after the alternator fails. This test assumes a 25A load at 80F (27C) and is the length of time it takes for the voltage to drop to 10.5V.

Shouldn't cold-cranking amps be enough by itself? Not really, as CCA and RC both describe two different functions of a battery. Cold-cranking amps will help you understand how much power the battery is capable of delivering in relatively-short bursts, while reserve capacity enables you to understand how a battery can provide energy over an extended period. Why is this important? Because sometimes vehicle charging systems fail and when that happens, the battery is then responsible for all the vehicle's electrical demands. For example, if your serpentine belts breaks in the middle of the night, your battery will power your headlights, windshield wipers, electric pumps and other electrical accessories that are needed to get you to a safe location. The fact that modern cars are loaded with electronics gives more reason to consider reserve capacity when choosing a battery.

Being attentive to your battery's maintenance and mindful when the time for replacement is approaching will ensure you can choose a replacement on your own terms, including properly researching and conveniently scheduling.

Car batteries typically last from three to five years, according to AAA, spanning from 58 months or more in the furthest northern regions of the U.S., down to less than 41 months in the most southern regions.

The battery's age is also a reliable indicator that it's time to consider a replacement. You can find the manufacture date on a sticker affixed to the top or side of the battery. A battery made in October 2019 will have a numeric code of 10-9 or an alphanumeric code of K-9. "A" is for January, "B" is for February, and so on (the letter "I" is skipped).

Batteries lose strength over time, even when in storage. For optimum performance, purchase one that is less than six months old. Three months is even better.

While almost all of today's car batteries are "maintenance-free," I recommend having your battery load-tested annually once it is two years old if you live in a warmer climate or four years old if you live in a colder climate. Doing so tests its ability to hold voltage while being used, and the results will let you know when it’s time to start shopping. Many auto parts stores such as Autozone and Advance Auto Parts will test your battery for free. There are testers available that function as both a multimeter and load tester for about $30-50.

Remember if testing your 12-volt battery, it is six 2.1 volt cells in series, so a fully charged battery should read 12.6-12.8 volts (2.1 x 6). Take, for example, a battery that reads 12.35V. At first, it seems to be in perfect condition (about 12V right?), but in reality a 12.35V battery is only 50% charged, 12.0V is 25% and 11.80V is completely drained. Whenever the battery reads 11.99V or lower, it is basically a "dead" battery that has lost almost all of its charge. This will give you a rough guide to the state of charge (SOC).

Clean battery terminals will help ensure getting the full voltage and amps to the electrical system. You can clean terminals and connectors with a simple solution of baking soda and water (1-pint water and 2-tablespoon baking soda) scrubbing with a wire brush or emery cloth. Follow this up with battery protective corrosion inhibitor spray or just simple Vaseline.

Finally, consider using a “trickle charger” if your vehicle is not used very often. A significant advantage of trickle chargers is that they can safely charge the battery all day and night without damaging it. Most units feature automatic cycles that turn off the charger when the battery is at its optimum capacity and back on when the battery level drops.

Idle batteries discharge when left unused for a long time. Trickle chargers ensure that the battery of a car, truck, RV, motorbike, or ATV works even after being left idle for a long time. The charger can be left connected to an idle battery, and it will transfer power in a steady trickle to prolong its life.

A trickle charger prevents your battery from becoming sulfated, which often happens when a battery is discharging for a long time. Sulfide damages a battery and renders it useless if too much of it forms inside the battery.

MERCEDES-BENZ NEWS

- **On 13 October, Mercedes-AMG won its sixth consecutive F1 Constructor's Championship at Japan's Suzuka circuit.**
- **On 3 November, Lewis Hamilton won secured his sixth F1 Driver's Championship while placing 2nd at the Circuit of the Americas in Austin, Texas.**
- **Mercedes-Benz USA reports October sales of 27,867 Mercedes-Benz models, an increase of 1.2% from last year.**
- **Mercedes-Benz sold 199,293 cars worldwide in October, surpassing the prior-year month by 4.9%, making it the best selling October in the history of the company.**
- **Mercedes-AMG Motorsport Customer Racing Teams secured third-straight IMSA Endurance Cup Team, Driver and Manufacturer Titles and first Mercedes-AMG GT4 IMSA Michelin Pilot Challenge Manufacturer Championship.**
- **The Daimler Group launched its new corporate structure as planned on November 1, 2019. The separation of the car and van and truck and bus business to two new subsidiaries took effect at the the end of October with their respective entries into the commercial register.**
- **Merceds-Benz plans to reduce their management staff by around 10% globally, wishing to delete about 1,100 management posts while freezing wages for all 300,000 German employees.**

HISTORY OF THE CAR RADIO

By Jane Brunner

Seems like cars have always had radios, but they didn't. Here's the true story:
One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.
Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds:
Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.
One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.
Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.
Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)
Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.
But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.) In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to

be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to $55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio, the "Handie-Talkie" for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under $200.

In 1956 the company introduced the world's first pager;

in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

And it all started with the car radio.

WHATEVER HAPPENED TO

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

And It all started with a woman's suggestion!

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Jerry Hartman - Chester
Neal Osborne - Colonial Heights
Carolyn Clouser - Richmond
Bruce Blanchard - Midlothian
Julie Hardy - Moneta
Paul Meyer - Richmond
Tom Otis - Keswick

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(Membership Renewals)

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James Smuts - Richmond
William Akers - Goochland
Justin Sarafin - Charlottesville
Marty Martin - Richmond
William Martin - Mechanicsville
Darryl Starnes - Mechanicsville

EVENTS

CVS Holiday Party
January 19, 2020
Snow Date 26 Jan
Tarrant's West
11129 Three Chopt Rd
Henrico, VA 23233
"Chip" Hughes - benz.doc@icloud.com

Virginia International Auto Show
February 14-16, 2020
Greater Richmond Convention Center
403 N. 3rd St., Richmond, VA 23219
virginiaautoshow.com

21st Annual Williamsburg British & European Car Show
April 18, 2020; 10:00 am - 2:00 pm
Revolution Golf & Grill @ The Shops at High Street
1430 High Street, Williamsburg, VA 23185
http://www.wmbgbrit.com/
WBCCcarshow@gmail.com

MBCA 2020 Germany Trips
June 22-28, 2020
August 31 - September 6, 2020
September 7-13, 2020
Jim O'Sullivan at 843.671.2079
osullivanj55@gmail.com

Cars & Coffee

Charlottesville C&C
1st & 3rd Saturday of the month
8:00 am to 10:00 am
Greenberry's Coffee @ Barracks Road Shopping Center

Roanoke Valley C&C - 2nd & 4th Saturday of the month
Tanglewood Mall, 4420-A Electric Rd

Richmond C&C – Every other Saturday (starting March 9) 8:00 -10:30
Regency Square Mall, 1420 N Parham Rd

Williamsburg C&C - 3rd Saturday of every month; 8:00-10:00
London Company Coffee & Tea
1222 Richmond Rd. Williamsburg, VA 23185

Das Kabel is the official publication of The Central Virginia Section of the Mercedes-Benz Club of America

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15th of the month preceding the issue month, i.e., Summer issue:
15 May

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